

MOTORSHIP

In the Interests of Commercial Motor Vessels

Vol. I

Seattle, U. S. A., April, 1916 710155

No. 1



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No. 1.

MOTOR BOATS PROPOSED FOR FISHERY WORK.

The suggestion has been made that motor vessels such as are now employed in halibut fishing be used by the U. S. Bureau of Fisheries for its investigation of the resources of the halibut fishery of the Pacific Coast in place of the steamship Albatross which has been employed for this purpose occasionally in the past.

Herewith follows a letter on this subject which has just been forwarded to the secretary of the Department of Commerce by the new Seattle Chamber of Commerce.

March 27, 1916.

Hon. Wm. C. Redfield,
Secretary of Commerce,
Washington, D. C.

At the instance of the halibut fishing interests of the Pacific Northwest the Seattle Chamber of Commerce respectfully asks that a thorough investigation be made of the halibut industry, its resources, its banks—present and potential—and that an intensive study be made of the economics, biology and life-history of the fish, as well.

The reasons for such researches have been stated many times and hardly need to be repeated here. Already the banks are showing signs of depletion, and already the demand for the product shows promise of far exceeding the supply. The halibut fishery is a great and growing industry.

Practically nothing has been done by the Government for this industry since the early '80s, when the Bureau of Fisheries Steamer "Albatross" was first sent to the West coast. The first investigation since that time was a brief and hurried examination of the already known banks in 1911, a bare three months' trip. Then another period of years elapsed and no more work was undertaken with regard to halibut until the summer of 1914 and 1915 when only eight months work was done in the two years. These two brief investigations emphasize the futility of discontinuous snatches of work spread over considerable space of time. These brief spells of work, entirely unrelated and impossible of correlation with any other one, bring the industry no nearer to a solution of any of the numerous problems which confront it, than before.

Although the Albatross is stationed on this coast for just such investigations, the fishermen do not consider her particularly well fitted for the kind of work the present necessity requires. Then too, so we understand, her operating expenses are so great that she cannot be kept long at any one investigation; in other words the "overhead charges" are excessive. Furthermore, as you may know, there are more calls upon her than one vessel seems able to fill. For instance the Albatross may this next year be performing very valuable services elsewhere, although the halibut fishermen regard their problems as vital and as worthy of investigation as any others that may ever be brought up for consideration.

In the light of these facts, it is urged that Congress include in the current appropriation bills now before it, an item for the purchase or preferably construction, and equipment of a properly designed fishing schooner, one eminently fitted for a halibut or any other fisheries vessel by the very nature of its construction. This would involve an item of not less than \$30,000, (\$5,000 of purchase price to cover equipment).

Certain positions for a resident scientific staff and a crew would, as a consequence, have to be added to the pay-roll of the Bureau of Fisheries, and a certain increase in the Bureau's annual appropriation would be necessary for the maintenance of such a vessel. (See appended tentative schedule of scientific staff and crew with estimates as to up-keep. They are careful figures and will, we are confident, bear investigation).

One of the strongest arguments in favor of the purchase or construction of a fishing schooner for any fishing investigation would be the saving on the expense of operating. At present it costs the Albatross about \$1,200.00 per coaling, per month

ABOUT MOTORSHIP

Beginning with this issue Motorship will appear monthly in the interests of the commercial motor vessel, exclusively.

Motorship does not seek to supplant any established journal but rather to fill the need for specialization in a field now handled only incidentally as an arm of other general activities.

The great and rapidly expanding fleet of motor craft operating in the transportation, fish, lumber, mining and other trades long ago reached a size which entitled it to detailed, individualized consideration. It is the aim of Motorship, therefore, to appear as a solely industrial journal for those who are interested in the business of owning or operating motor-driven vessels.

Motorship is not the organ of the champions of any particular type of marine motor, Diesel, semi-Diesel, gasoline, distillate, kerosene or otherwise. It is a firm believer in the individual merit of all these various types for various services.

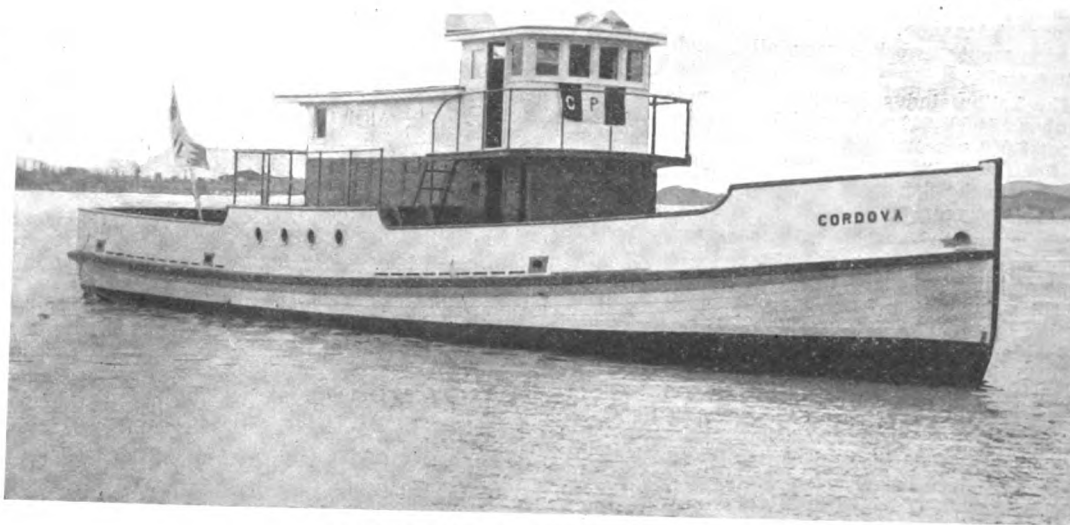
Nor is it the intention to confine Motorship to any limited area. So much progress is now being made in the perfection of marine motors in so many different parts of the earth and in such scattered fields that any journal which seeks to present to its readers the latest and best in this line must transcend geographical bounds in its operations.

Motorship does believe, however, that the Pacific Coast is destined to be the arena where progressive ideas in marine propulsion are to be given actual immediate application on a record-making scale. And in this arena Motorship has a ringside seat.

To be broad and truly cosmopolitan, to be searching and impartial, to be active in the collection of information, scrupulous in its presentation and ever industrious in its dissemination is the aim of .

THE PUBLISHER.

New Tunnel Stern Tender Launched



CARLISLE PACKING CO.'S TENDER CORDOVA

One of the handsomest cannery tenders constructed this year is the Cordova, built for the Carlisle Packing company, and which will be used in connection with the company's new cannery at Cordova, Alaska.

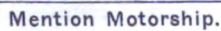
This tender was designed by a Seattle naval architect, and was built by John Wilson at his shipyard on the East Waterway, Seattle.

The Cordova has a length over all of 76 feet and a breadth of 18 feet. As the vessel will operate mainly in the shoal sloughs in the delta of the Copper river in Alaska, she is built with a tunnel stern in which her twin screws operate while the vessel draws as little as 16 inches when necessary. As there is considerable glacial grit floating free in the waters of the Copper river,

which would soon wear away the bearings, the architect has designed a method by which all of the bearings and exposed parts other than the propeller and the shaft are on the inside of the hull and thus are not brought into contact with the grit.

The motive power of the vessel comprises two 40 h. p. Atlas gas engines, which performed with clocklike regularity on the trial trip of the vessel. In addition to the engines the Atlas Gas Engine Agency also installed the electric lighting system, by which all parts of the tender are lighted.

The vessel is now at the Lummi Island plant of the company, being prepared for her proposed trip via the inside passage to the company's cannery at Cordova, Alaska.



Facilities Afforded for Marine Engine Manufacturing at Seattle

The advantages the Puget Sound country has to offer the fisheries and allied industries have become pretty well known, especially since Seattle has become the supply and distributing center for the North Pacific and Alaska fishing interests. That the available advantageous locations for such industries will be greatly increased by the opening of the Lake Washington Canal is less well known but will be brought out in this article treating on the Puget Sound country, and the Seattle district in particular.

PUGET SOUND.

The Puget Sound system of protected roadsteads, bays and inlets, with a total shoreline of something like two thousand miles, as might be expected, contains a great number of sites suitable for various industries and many sheltered coves particularly favorable as locations for fisheries headquarters. Such sites may be found all the way between Bellingham and Olympia, a distance of 165 miles.

There are distinct advantages, however, in the locations near the population and transportation center, which leads to the consideration of the Seattle district.

Seattle District.

The situation in and about Seattle may be readily appreciated by reference to the accompanying industrial map, a glance at which will make clear how the naturally available waterfront is being greatly added to by the construction of the nearly completed Duwamish Waterway, and particularly the Lake Washington Canal.

Lake Washington Canal: The Canal locks, the use of which will be free, are to be put into service in July next, opening to navigation, from Puget Sound, both Salmon Bay and Lake Union. The following year, Lake Washington will be lowered to the level of Lake Union, and the entire inner fresh-water harbor, with approximately 100 miles of shoreland, will become available. There are two locks, the large one being 80 feet wide by 825 feet in length, with 35 feet of water over the sill. The smaller lock, designed for fishing boats, yachts and small steamers, is 30x150 feet and very quick in operation.

The Salmon Bay and Lake Union basins offer exceptionally quiet anchorage and are well served by transportation lines; in fact, Lake Union is practically in the heart of the city. At Salmon Bay is located the winter headquarters for fishing power boats.

About Lake Washington are numerous sites for fisheries headquarters, where extensive grounds and anchorage may be had for the storing of tackle, laying up of vessels, the installation of repair shops, warehouses, and any other needed facilities. The inner harbor being free from teredo and other wood-borers, the construction and maintenance of wharves and docks thereon is comparatively inexpensive. Such places as Juanita Bay, Yarrow Bay, Pontiac, Mercer Slough, Rainier Beach, and the north and south ends of the lake, all shown on the map, are especially desirable situations for fisheries headquarters during the "lay-up" and outfitting season.

If railway service be desired, the sections not reached with trackage may be served by car float ferries.

Duwamish Waterway: The Duwamish valley, extending southward from Elliott Bay, affords a large level area suitable for industrial and railway terminal purposes. In order to provide the district with water as well as land transportation facilities, the enterprising property owners formed a waterway district and proceeded to dig the Duwamish Waterway, which is now practically open to navigation for a distance of about five miles inland from Elliott Bay. On the east side a marginal street has been laid out paralleling the waterway at a distance of from 600 to 1,200 feet therefrom. A similar street is proposed for the west side. Railway tracks will be laid on these streets, so that both rail and water transportation will be available to industries located along the waterway. Owing to the character of the material and the market for its use in filling property to street grades, the cost of dredging special basins or slips to suit the needs of industries is very low.

On the Duwamish Waterway, as well as about Lake Washington and along the canal, particu-

By PAUL P. WHITHAM

Former Chief Engineer Port of Seattle.

larly attractive sites may be had for boat- and ship-building plants and marine gas engine construction works and repair shops. Locations may be obtained on the outer harbor if preferred. Several fishing companies have terminals and storage plants on Elliott Bay, and the American Can Company recently purchased a site for a dock and branch factory close to the Alaska and coastwise shipping piers.

Speaking of shipping facilities suggests the fact that one of the greatest inducements Seattle has to offer not only those enterprises associated with the fishing industry, but practically all classes of industrial enterprises, is the fact that here are centered as many as and probably more trade routes than at any other point on the Pacific Coast.

America is becoming increasingly active in foreign trade, and the converging of these trade routes at Seattle opens to industries located convenient to these shipping facilities the opportunity not only to get into the American, British Columbia and Alaska trade, but to reach out for foreign markets. For instance, it has been found profitable to store the salmon pack from Columbia River, Puget Sound and Alaska in Seattle warehouses, for the reason that comparatively frequent sailings could be had from this point to the Orient, Australia, the Pacific Islands, South America, Africa and Europe. The sailings have been somewhat interrupted on account of the closing of the Panama Canal, but will undoubtedly be resumed as soon as that waterway is again in use. And upon the termination of

the war the frequency in sailings, as well as the number of trade routes, undoubtedly will be greatly augmented.

The citizens of Seattle are public-spirited and have spent a great deal of money and gone to great lengths in equipping the port with up-to-date shipping facilities, as well as contributing large sums toward the construction of the Lake Washington Canal, the Duwamish Waterway, and associated improvements.

Referring to the advantages of the Puget Sound country as headquarters for fisheries and allied industries, it should be noted that the greatest remaining supply of timber is located in Western Washington, the importance of which lies in the fact that the best lumber, at reasonable prices, is available for all classes of ship and boat construction, the building of barges, pile drivers, etc., and even the cannery buildings and warehouses themselves. It is also the original supply point for the piling much used in connection with the fishing industry.

CONCLUSION.

In conclusion, the industrial advantages of the Seattle District may be summarized as follows:

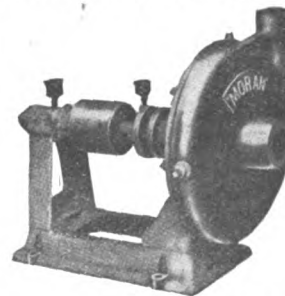
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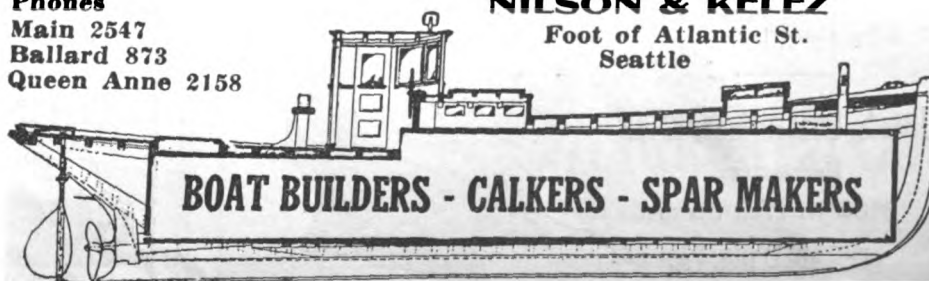
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BOAT BUILDERS - CALKERS - SPAR MAKERS

(1) Both salt water tidal and fresh water non-tidal water frontage is available.

(2) The 18,000 acres of available industrial property is strung out along the shores or penetrated by waterway extensions so that practically all of it adjoins water transportation facilities.

(3) Four transcontinental railways enter the city over their own tracks and two others by operating arrangements. The terminal tracks of these railway companies reach most of the potential industrial districts, and plans are under way whereby extensions may be made to undeveloped sections as rapidly as they come into use.

(4) On Salmon Bay, Lake Union, Lake Washington, Duwamish Waterway, and immediately across Puget Sound are numerous sheltered bays and inlets that would make ideal sites for fisheries headquarters or other industries desiring extensive anchorage and land areas for their operation, but within easy reach of the numerous rail and other transportation lines having terminals on Elliott Bay.

(5) The dockage facilities available at reasonable rates are equal to the best anywhere, and on the Pacific Coast are second in extent only to those at San Francisco. In the matter of warehouse facilities Seattle is better prepared than any other city on the coast, and in the convenience of their location with reference to the docks themselves, and in the manner of their service by railway tracks, the new warehouses are not surpassed by those at any other port in this country.

(6) The people of Seattle are fully awake to the advantages that result to them from the upbuilding of their industrial activities and are in a spirit and mood to extend aid and encouragement to enterprises desiring to locate here to the full limit that may reasonably be expected.

Finally, it may be said that Seattle is fully aware of the importance of the fishing industry, as is evidenced by the fact that her citizens have gone down into their pockets and spent millions of dollars, both publicly and privately, to increase and develop her natural attractiveness as a center for fisheries and allied industries.

WHALING FLEET BREAKS UP.

The San Francisco whaling fleet is no more. The few that still remain in seaworthy condition of the score or more of stanch little vessels which, up to a few years ago, made annual trips into the Arctic after oil and bone, are being or have already been dispersed into other lines of usefulness, with alterations in rig and internal arrangement that would make them almost unrecognizable to their former owners.

The whaling industry out of San Francisco died a lingering death, the end finally coming with the loss of the Gay Head in Chignik Bay, Alaska, on June 27, 1914. Since that time the fleet has lain in the mud of Oakland creek, with the owners anxious for a chance to sell at any kind of a fair price, and no buyers—or very few. A few of the old boats were taken out from time to time and fitted up for trading or other uses, but most of them remained neglected until the shortage of ships, resulting from the war, caused a demand for practically anything that would float.

There remained in port at the beginning of last summer the steamers Beluga, Bokhead, Herman, Jenette, Narwhal and Thrasher; and the schooner Lettitia and the barkentine John & Winthrop. Two of these are gone, apparently beyond repair. The Bowhead was sold last summer at a United States marshal's sale to a moving picture concern, which towed her to San Diego and, according to report, after using the hulk in many exciting marine films, finally ended her existence with a grand explosion scene. The Lettitia, which was anchored for years on Butchertown, was allowed to deteriorate, and on February 25 last year

The steamer Jeanette, of 217 tons, was sold some time ago, and sailed about the end of the year, under charter to G. W. McNear & Co., with a cargo of oil and powder for Adelaide, Australia. She will undoubtedly remain in the general merchandise trade as long as rates remain attractive.

The Narwhal, 389 tons, and considered the best of the old whalers, will be used to fill a gap in the Bristol Bay salmon fleet, having been purchased, as formerly reported, by L. A. Pederson, of the Bristol Bay Packing company. Though not especially well adapted for the salmon trade, she has fair capacity and was about the best available for the purpose. It is understood that she will be used as a sailing vessel.

It has been rumored that the steamer Herman, owned by H. Liebes & Co., had also been sold or chartered to L. A. Pederson, but this is denied. The vessel, however, is being overhauled and equipped with an Atlas gas engine, and the owners have received some inquiries for her. It is presumed she will be used for general merchandise, though she may make another trading voyage to Alaska.

The steamer Thrasher, owned by H. J. Knowles, has been taken out at the United Engineering works in Alameda, and is being fitted up for the merchandise trade, though no definite deal for her sale or charter has yet been concluded. It was also reported that this vessel would be used for Alaska, but this is uncertain.

Arrangements are under way for the steamer Beluga, also belonging to H. J. Knowles, and it is believed that she will be put in the trade along the south coast. The bark John & Winthrop, owned by the same parties, still lies in Oakland creek, and there is no present prospect of her being moved. This accounts for all the remaining whalers, most of which will this year earn a little money for their owners, after years of idleness and years, before that, of generally unprofitable operation. It is many years since any real profit has been made in the whaling business, and there is scarcely a possibility that any of these vessels will ever again be used for that purpose.

A NEW KELP PLANT FOR SOUTHERN CALIFORNIA.

The identity of O. Z. Howard, a consulting engineer of New York, seems to be somewhat of a mystery, or the capitalists whom he represents, at least, to the people of southern California, but the fact remains that he has already contracted for a kelp harvester to be built by the Joe Fellows Yacht & Launch company at Wilmington, Cal. The harvester is designed by the launch company and guaranteed to gather 250 tons of kelp in a day of ten hours, and it is thought the average will be three hundred tons. Mr. Howard states that he has not as yet decided finally as to the location of the plant, but the building of the harvester is proceeding nevertheless. He is also having built two barges each thirty-four feet in width by seventy-six feet in length with which the kelp will be hauled to the plant.

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MOTOR BOATS USED FOR WIRE DRAG WORK

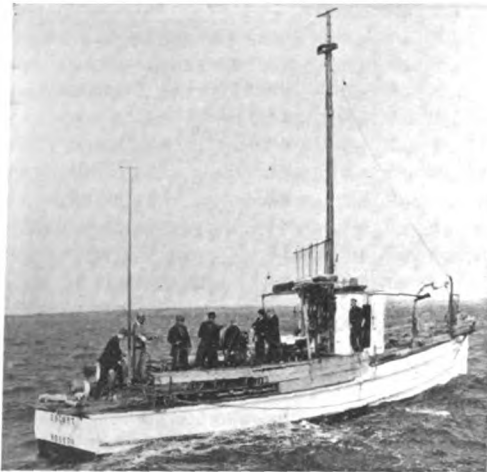
The vessels and parties of the U. S. coast and geodetic survey, thanks to the foresight and energy of Dr. E. Lester Jones, head of the survey, have completed their preparations for the season's work in Alaska, and are now on their way to that important section and the little steamer Taku, which will continue work in Prince William sound, will be the only surveying vessel in Alaska this season.

The Gedney and McArthur, two vessels with long and honorable careers in the survey work on the Pacific coast and Alaska, could not be safely continued in the work and were condemned and sold during the past winter. The steamer Surveyor, which is being built to replace the McArthur, will be completed the latter part of the summer of 1916, but will not be available for any work in Alaska this season.

As a partial offset to the loss of the Gedney and McArthur, from the work, the remaining vessels and two wire drag parties will begin the sea-



DR. E. LESTER JONES.



MOTOR BOAT HAULING WIRE DRAG

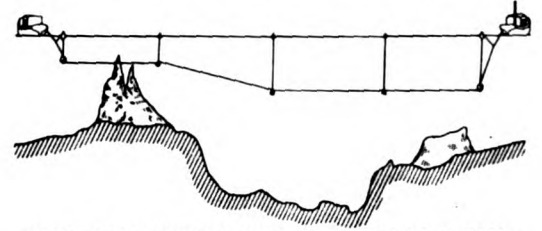
son's work as early as the available funds will permit, and about one month earlier than in previous years. All parties will make complete and final surveys, so that notwithstanding the inadequate funds and equipment it is expected that a real advance will be made this season in the comprehensive survey of the coasts.

To the Patterson has been assigned the passages leading southward from Wrangell and Sumner strait, including Kashevarof passage, Rocky bay and tributaries, Zimovia strait, Eastern passage, Blake channel, and Ernest sound. These waters have never been accurately surveyed, the present charts being based on a reconnaissance made in 1886 by the same vessel.

The Explorer will survey the outer coast of Dall and other islands, northward from Cape

Muzon, and including the important fishing banks in the vicinity of Forrester island, and the unsurveyed dangers between the latter island and the coast. The present chart of these waters is based on sketches, and is a makeshift only, to be pieced out with local knowledge, until surveyed. The launch, or little steamer, Cosmos will work in conjunction with the Explorer.

The two wire drag parties using the S. S. Equator and the halibut schooner King & Winge, will work partly in conjunction with the Patter-



WIRE DRAG DISCOVERING ALASKA PINNACLE ROCK

son this season, and will endeavor to complete the main channels from Clarence strait to Wrangell strait, the through channels from Ernest sound to Wrangell, and the main channel of Sumner strait from Wrangell to Cape Decision, including the broken area northward of Coronation island.

The increasing importance of the commerce of Alaska and the character of the country accentuate the urgent need of prosecuting the survey work as rapidly as possible. Toward the close of the past season a pinnacle rock with about five fathoms over it was found by means of the wire drag in the middle of the main channel of Sumner strait about two miles southeastward of the Eye Opener. By referring to the original hydrographic sheet the fact is brought out that this uncharted rock lies in a triangle formed by soundings of 51, 84 and 86 fathoms, and that the wire drag is the only sure and economical method of locating such pinnacles.

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Mention Motorship.

THE "WHY" OF GASOLINE PRICES.

Supply of crude oil increasing .6 of 1%; consumption of gasoline increasing 27%. Put very briefly, this is the why and wherefore of the advance in gasoline prices. It is the working of the inevitable law of supply and demand. In California oil fields last year, there was an actual falling off in crude oil production of over 14,000,000 barrels. The United States Geological Survey shows that the total 1915 production of crude oil increased only .6 of 1% over that of the previous year. And yet 500,000 automobiles were put into use in the United States in 1915 and increased the gasoline consumption, for automobiles alone, fully 27% over the consumption in 1914. Accurate figures covering last year's increase in motor boats is not available, but like the automobile, every new gasoline driven craft that goes into service, and every one of the thousands of gasoline engines and tractors that are going onto our farms and ranches, further depletes the available gasoline supply.

The January issue of the National Petroleum News—the organ of the Independent Producers—estimates that at least a half million new automobiles and trucks will be sold this season, so that in a few months not less than three million cars will be consuming gasoline. That will require a 30% increase in gasoline production in order to maintain even the present balance between supply and demand.

Thus far this year production has run considerably less than normal. Just as was the case last year, the United States Government suits against operators on unpatented lands is greatly limiting production and the severe January storms which wrecked hundreds of rigs in the California fields has further retarded production. The California State Mineralogist estimated a daily average loss in production of 40,000 barrels as a result of this storm damage.

Improved carburetors and improved methods of refining petroleum will undoubtedly relieve the gasoline situation from time to time, but in the final analysis the price of gasoline will be determined by the way the country's crude oil supply keeps up with the ever-growing demand

for gasoline. Just at present nature and the government are combining to limit the supply. Time may change all this and in the meantime we of the Pacific coast can congratulate ourselves that we live handy to the California fields where oil is still flowing fast and where we get prices that are still several cents a gallon below the Eastern average.

FOR AN EMBARGO ON GASOLINE.

It has been suggested that if the price of gasoline continues to mount that Congress should place an embargo on the exporting of gasoline. Fishermen will feel the increase very keenly during the present season, where operations are carried on so generally by motor-propelled vessels. It is probable that Pacific Coast congressmen will be petitioned by the fishermen to take some action to prohibit export to foreign countries.

BOLINDERS FOR FISHING VESSELS.

No marine engine is more intimately associated with the fishing industry the world over than the Bolinders which holds a record of over 3,000 installations in fishing vessels. Through the courtesy of Mr. Henry Lund, Jr., of San Francisco, whose concern Henry Lund & Co. handles the Bolinders on the Pacific Coast we have just had the privilege of inspecting a copy of the Bolinders' special catalogue of oil engines for fishing vessels. A copy of it should be in the hands of all interested in the fisheries as its reproductions of photographs of fishing vessels from all over the world give it a high educational value. The data which it contains is of special value to the operators of fishing vessels, who are recommended to address the coast representatives for a copy.

CUNNINGHAM A WILLING WORKER.

To Edward Cunningham, the genius who has guided the destinies of the Pacific Net & Twine Co. with a skill and tact which has made him warm personal friend of every man in the business, belongs in no small measure credit

for the success of the local Canned Salmon Day celebration in Seattle. Mr. Cunningham loaned most of the fish netting and similar material used for window decorating throughout the city and contributed the huge replica of a salmon can in which Miss "Joy Jenott" made her entrance to the banquet. The can was constructed under the supervision of Mr. Cunningham's genial assistant "Ben" Slyster, whose years of experience in the hardware trade made him as familiar with tin shears as the average housewife is with a can opener. For some time past the slogan of the Pacific Net & Twine Co., has been "Ask Ben, he knows," and the Salmon Day committee found that Ben did know. Those who were struck with the exceptionally attractive appearance of Miss "Jenott" in motion pictures and upon the cover of March issue of the Pacific Fisherman will be interested in knowing that on each occasion when Miss "Jenott" appeared as a fisherman she was costumed under the personal supervision of Mr. Cunningham whose excellent taste in the matter of fishermen's fashions has never been questioned.

INSPECTOR'S RULING FAVORS FISHING VESSELS.

Fishing vessel owners on the coast were astonished a few weeks ago when advised that Inspector General Uhler of the Steamboat Inspection Service would require fishing vessels to carry regulation life boats in addition to their usual dory equipment. Every sea faring man knows that there is no better sea craft available than the standard type dory and even a land-lubber can appreciate what the average halibut schooner would look like if she had to carry half a dozen life boats of the type used on ocean liners in addition to her equipment of six or more dories. The matter was taken up with the authorities at Washington by the Pacific Fisherman and a reasonable interpretation of the statutes was secured, under which the dories will be recognized as the equivalent of life boats.

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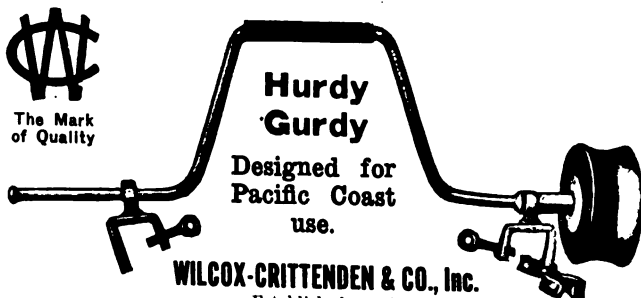
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INTEREST IN DIESEL ENGINES.

Frank B. Peterson's 80-foot power tender Frank B. was launched Feb. 19 from Frank Stone's shipyard in Oakland, and she is now at the United Engineering Works for the installation of her 150 h.p. semi-Diesel engine. The trial trip, to be held shortly, will be watched with keen interest by many of the salmon packers, and it is safe to say that her performance in actual service will be closely followed. The packers have thus far been disposed to regard engines of this type as an experiment, and are waiting to see how it works out. It is understood, indeed, that several more tenders might have been built here this season were it not for the feeling that important developments in Diesel engine construction might make the established means of propulsion obsolete, while faith in the new type was not sufficient to warrant its general adoption. Mr. Peterson feels very confident that the new engine will show some great advantages; and if it proves up to expectations in use, a number of tenders will no doubt be equipped with similar engines during the next few years.

WOULD MAKE LOS ANGELES A FREE PORT.

One of the most important moves ever made for the fishing industry of Southern California is the effort of the Los Angeles Chamber of Commerce to have Los Angeles Harbor (formerly known as San Pedro and Wilmington) made into a free port, after the plan of Hamburg. In that port, as is well known, there is a cordon or line, drawn around an area immediately tributary to the harbor, into which may be brought raw material from any part of the world, which may be manufactured and re-shipped to foreign countries without paying any of the import or export duties. It is claimed that this policy has raised the status of Hamburg from a comparatively insignificant position to that of the principal port in the world in less than a quarter of a century, even outranking New York, London, Liverpool and Rotterdam in 1913.

'GRAND TRUNK ENTERS ALASKA FIELD.

Capt. C. H. Nicholson, general manager of the Grand Trunk Pacific Steamship company, has announced an Alaskan service for his line effective March 27th with the departure from Seattle of the steamship Prince Rupert connecting at Prince Rupert with the steamship Prince John for Skagway on the 20th.

The summer schedule will consist of two boats a week from Seattle, one of which, the Monday boat, will go through to Skagway via Victoria, Vancouver, Prince Rupert, Ketchikan, Wrangell and Juneau.

It is anticipated that the company will do a heavy business in carrying supplies from the East to Southeastern Alaska points this spring. These will, of course, be handled over the Grand Trunk Railway to Prince Rupert. It is understood that a large amount of tin plate for Alaska canneries has already been booked for shipment over the new route.

Arrangements are also being made for bringing down fisheries products in the fall and it is expected that a large amount of Canned Salmon destined for England will travel over this route to Eastern ports owing to the difficulty of shipping around by water.

The new service will permit American fishing vessels whose catches have been going East over the Grand Trunk Railway to discharge their catches in a Southeastern Alaska port hereafter and have it picked up there by the railway company's steamship line, should the shippers so desire.

TUNA PACKERS INVESTIGATE NEW METHODS.

Tuna canners especially are more than ever concerned with the question of supply. Various theories prevail as to the ultimate solution of catching the wily albacore, and the purse seine enthusiasts maintain that they will yet win the victory that has so far been denied them, they claim, on account of impractical methods.

Prominent among these are Captain John Marr, who is closely associated with Captain Gilbert S. Purney, who will command the new Halfhill tender Teohi, recently launched at Seattle. Cap-

tain Marr will accompany the tender and make close observations as to the habits and methods of the tuna, and believes that the best schools run far off shore. He claims that the best catches brought to the barges at Santa Cruz island last year arrived at midnight, indicating that the Japanese fishermen had run from dark until that time in order to reach the barge. This distance, he estimates, could not have been less than forty to fifty miles, and that it was as far as it was practical for those small boats to go. With a large boat like the Teohi, equipped with dories such as are common in the halibut trade, he believes that the tuna may be pursued successfully for hundreds of miles. He also believes that a practical purse seine is possible for tuna, and some experimenting will be done along that line as well.

VESSEL SECURED FOR FLOATING CANNERY.

John E. Heston, who went to northern ports a few weeks ago, to purchase a bottom suitable for a floating cannery for himself and the Van Camps, reports that he has secured a vessel which will answer the purpose, and that as soon as it can be placed in proper repair it will be towed to Los Angeles Harbor, to be equipped with the necessary machinery. It is likely that the cannery will be taken south as far as San Diego at the beginning of the season, being anchored or moored at places most convenient to the schools of fish as they happen to run. Those who are most conversant with the floating cannery proposition state that the plan seems feasible. The plant on board will have an approximate capacity of 2,000 cases per day.

CORDAGE FOR THE FISHERIES.

Those readers of Motorship who are interested in rope should not fail to read the series of advertisements which the Plymouth Cordage Co. has begun to publish in this journal. To those who have always thought of rope simply as rope the Plymouth Company's "copy" will be very interesting. The cordage industry as exemplified in the case of this splendid old concern has some of those qualities worthy of emulation by every business man who appreciates the need of building, not for today but for all time.



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